

SIGNIFICANT PORT SAFETY AND SECURITY CASES (FEBRUARY 2022)	
MARINE CASUALTIES	
Equipment Failure (02FEB2022): A U.S. flagged passenger ferry moored at the SF Ferry building with no passengers onboard reported a drop in oil pressure. The vessel was removed from service and transited to Alameda for repairs. Case closed.	
Equipment Failure (12FEB2022): A U.S. flagged commercial fishing vessel experienced an equipment failure approximately 8 miles north of Humboldt Bay with 03 persons onboard. The vessel was towed back into Humboldt Bay. Vessel was inspected with no deficiencies. Case closed.	
Loss of Propulsion (13FEB2022): A U.S. flagged commercial fishing vessel suffered a loss of main propulsion while underway near the entrance of Humboldt Bay. Cause was determined to be from broken reduction gear heat exchanger suction strainer and securing of the main engine. The vessel was towed back and inspected with no deficiencies. Case closed.	
Engine Failure (23FEB2022): A U.S. flagged small passenger vessel was departing the San Francisco Ferry building with 114 passengers on board when they experienced an alarm for a water pump failure on one of its engine. The vessel returned and dropped off passengers then transited back to Vallejo to conduct repairs. Vessel conducted repairs to the satisfaction of a USCG inspector. Case closed.	
Equipment failure (24FEB2022): A U.S. flagged RO/RO experienced a loss of AC power alarm during their daily steering test while transiting through the South China Sea. Vessel installed their spare steering gear motor and reported all in good working order. Case closed.	
VESSEL SAFETY CONDITIONS	
Operational Control (02FEB2022): A U.S. flagged small passenger vessel was issued an Operational Control (Code 17, prior to departure) for overdue dry-dock and internal structural examination. Case pends.	
Operational Control (02FEB2022): A U.S. flagged small passenger vessel was issued an operational control (code 17, prior to departure) requiring an annual inspection. Vessel conducted inspection with USCG personnel. Case closed.	
Operational Control (04FEB2022): A U.S. flagged small passenger vessel was inspected in Emeryville, CA and issued an Operational Control (Code 17, prior to departure) for improperly corresponding MMSI number on programmed DSC. Vessel installed correct equipment. Case closed.	
Operational Control (07FEB2022): A U.S. flagged dry cargo ship reported improperly sounding general alarm throughout the vessel and issued an Operational Control (Code 17, prior to departure). The vessel conducted repairs to the satisfaction of the USCG inspector. Case closed.	
Operational Control (08FEB2022): A U.S. flagged commercial fishing vessel was issued a Captain of the Port Order requiring the vessel to submit an updated vessel response plan and increase security protocols for visitors onboard due to a history of crewmembers absconding. Case pends.	
Operational Control (08FEB2022): A foreign flagged containership was inspected in Oakland, CA and issued 02 Operational Controls (Code 17, prior to departure) for active fuel leak on fuel heaters in purifier room and oil soaked lagging. Vessel conducted repairs and provided class report to the satisfaction of PSC inspectors. Case closed.	
Operational Control (09FEB2022): A U.S. flagged small passenger vessel was issued an Operational Control (Code 17, prior to movement) for overdue annual inspection. Case pends.	
Operational Control (10FEB2022): A U.S. flagged small passenger vessel was issued two Operational Controls (Code 701, prior to carriage of passengers) for failure to pay inspection fees and an overdue annual inspection. Case pends.	
Operational Control (17FEB2022): A U.S. flagged containership was inspected in Oakland, CA and issued several Operational Controls (1 Code 60 & 7 codes 17's, prior to movement & departure) for missing emergency lighting and other various deficiencies. Vessel conducted repairs and provided class technician reports to the satisfaction of the PSC inspector. Case closed.	
Operational Control (23FEB2022): A U.S. flagged small passenger vessel was issued an Operational Control for a failed raw water pump. Vessel conducted repairs. Case closed.	
Operational Control (23FEB2022) A foreign flagged tankship was inspected at Anchorage 9 in San Francisco, CA and issued an Operational Control (Code 17, prior to departure) for high oxygen alarm failure on the N2 generator not indicated in the cargo control room during testing. Case pends.	
Operational Control (24FEB2022): A foreign flagged containership was inspected in Oakland, CA and issued 02 Operational Controls (Code 17, prior to departure) for exposed electrical wires on deck, and a weather-tight door that was not tightened. Vessel conducted repairs and provided class technician reports to the satisfaction of the PSC inspector. Case closed.	
Operational Control (25FEB2022): A U.S. flagged small passenger vessel reported failed engine mounted drive shaft coupling and issued an Operational Control (Code 17, prior to departure). Vessel conducted repairs to the satisfaction of a USCG inspector. Case closed.	
Operational Control (25FEB2022): A U.S. flagged small passenger vessel was issued an Operational Control (Code 701, prior to the carriage of passengers) for overdue annual inspection. Case pends.	
Operational Control (26FEB2022): A foreign flagged containership reported a non-operational main engine blower while transiting to San Francisco and issued a Captain of the Port Order. Vessel is required to have one tug escort while transiting through the San Francisco Bay. Case pends.	
Operational Control (28FEB2022): A U.S. flagged small passenger vessel was inspected in Sausalito, CA and issued 03 Operational Controls (2 Code 60's & 1 Code 701, prior to movement or carriage of passengers) for the following deficiencies; life float fixture stowed in position that would not allow it to float free, no annual service certificate for firefighting systems, and extinguished starboard running light. Case pends.	
Operational Control (28FEB2022): A U.S. flagged small passenger vessel was issued an Operational Control (Code 701, prior to the carriage of passengers) for overdue annual inspection. Case pends.	

NAVIGATIONAL SAFETY
Letter of Deviation (LOD), Inoperable Gyrocompass (17FEB2022): A foreign flagged bulk carrier was issued an inbound LOD for inoperable gyrocompass. Repairs were conducted and equipment is working properly. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Letter of Warning (LOW) (03FEB2022): IMD received notification that a recreational vessel sank in Bethel Island, CA and discharged approx. 5gal of gasoline into Piper Slough. IMD personnel found that the vessel partially submerged. IMD unable to contact the owner, OSLTF accessed to remove the pollution threat. Local contractors successfully refloated the vessel and removed the remaining pollution. NOFI and LOW. Case Closed.
Letter of Warning (LOW) (04FEB2022): IMD received notification that a recreational vessel sank at its slip in Walnut Grove, CA and discharged approx. 2gal of gasoline into the Sacramento River. IMD contacted the owner and harbormaster who stated that the vessel sank overnight for unknown reasons. The owner placed boom around the vessel and reached out to local contractors to begin removal operations. Owner utilized California's Vessel Turn-In Program (VTIP) and Sacramento Marine Unit had the vessel removed. Source of pollution secured with no further discharge. NOFI and LOW issued. Case Closed.
Letter of Warning (LOW) (13FEB2022): IMD received notification that a recreational vessel discharged approx. 10gal of diesel into the San Joaquin River IVO Isleton, CA. IMD contacted the responsible party who stated that the discharge was due to an equipment malfunction on-board and clean-up operations were underway. Both IMD and California OSPR determined that clean-up efforts were sufficient and the equipment failure was remedied. Source of pollution secured with no further discharge. NOFI and LOW issued. Case Closed.
Letter of Warning (LOW) (13FEB2022): IMD received notification that a recreational vessel submerged and discharged approx. 2gal of diesel into the San Francisco Bay, off Dunphy Park, in Sausalito, CA. IMD contacted Sausalito PD who stated that the owner had intentionally beached the vessel in order to clean the hull. The police cited the vessel and instructed the owner to depart at the next high tide, but the vessel began taking on water and began sheening. Sausalito PD hired local contractors to deploy boom around the vessel. California OSPR determined that the sheening was just residual oil and no further pollution threat existed. Sausalito PD brought the vessel to a local marina for removal on 17FEB2022. Source of pollution secured with no further discharge. NOFI and LOW issued. Case Closed.
Letter of Warning (LOW) (17FEB2022): IMD received notification that a recreational vessel discharged approx. 1gal of gasoline into the San Pablo Bay in Benicia, CA. IMD contacted the responsible party who stated he was working on the vessel when the gasoline was discharged through the bilge. The harbormaster and responsible party both stated that the small sheen quickly dissipated and the source of pollution was secured. IMD confirmed that the bilge was sufficiently cleaned. Source of pollution secured with no further discharge. NOFI and LOW issued. Case Closed.
Letter of Warning (LOW) (21FEB2022): IMD received notification that a recreational vessel sank at its slip in Redwood, CA and discharged approx. 5gal of gasoline and motor oil into Redwood Creek. IMD responded, observed that the harbormaster deployed limited booming. IMD contacted vessel owner, who had insurance. The owner hired local contractors to place hard and sorbent boom around the vessel, vessel refloated the following day. Source of pollution secured with no further discharge. NOFI and LOW. Case Closed.

PREVENTION / RESPONSE - SAN FRANCISCO HARBOR SAFETY STATISTICS			
February 2022			
PORT SAFETY CATEGORIES*	Feb-2022	Feb-2021	**3yr Avg
Total Number of Port State Control Detentions:	0	1	0.08
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	2	6	3.53
Navigation Safety (2), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	5	3	7.17
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (0), Sinking (0)			
Steering (0), Propulsion (3), Personnel (0), Other (0), Power (2)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	1	5	2.25
Radar (0), Gyro (1), Steering (0), Echo Sounder (0), AIS (0)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	0	0	0.53
Significant Waterway events/Navigation related Cases:	0	0	0.06
Total Port Safety (PS) Cases opened	8	15	13.61
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Feb-2022	Feb-2021	**3yr Avg
U.S. Commercial Vessels	0	3	0.69
Foreign Freight Vessels	0	1	0.17
Public Vessels	1	0	0.58
Commercial Fishing Vessels	1	0	0.72
Recreational Vessels	7	4	5.94
Pollution Discharge Sources (Facilities)	Feb-2022	Feb-2021	**3yr Avg
Regulated Waterfront Facilities	0	1	0.22
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.03
Other Land Sources	0	1	2.50
Mystery Spills - Unknown Sources	2	8	4.61
Number of Pollution Incidents (By Spill Size)	Feb-2022	Feb-2021	**3yr Avg
Spills < 10 gallons	8	9	9.61
Spills 10 - 100 gallons	1	0	1.08
Spills 100 - 1000 gallons	0	1	0.36
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	8	4.42
Total Pollution Incidents	11	18	15.47
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Feb-2022	Feb-2021	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	3.00	2.45
Estimated spill amount from Foreign Freight Vessels	0.00	1.00	0.28
Estimated spill amount from Public Vessels	1.00	0.00	6.94
Estimated spill amount from Commercial Fishing Vessels	2.00	0.00	29.67
Estimated spill amount from Recreational Vessels	26.00	4.00	86.15
Estimated spill amount from Regulated Waterfront Facilities	0.00	750.00	21.39
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	0.06
Estimated spill amount from Other Land Sources	0.00	1.00	28.51
Estimated spill amount from Unknown Sources (Mystery Sheens)	unk	unk	0.00
Total Oil Discharge and/or Hazardous Materials Release (Gallons)	29.00	759.00	175.44
Penalty Actions	Feb-2022	Feb-2021	**3yr Avg
Civil Penalty Cases	0	0	0.11
Notice of Violations	0	2	0.81
Letters of Warning	6	6	5.22
Total Penalty Actions	6	8	6.14
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			